**DRMC****DALLAS REGIONAL MOBILITY COALITION***Leading the Way in Metroplex Transportation Advocacy***STAKEHOLDER COALITION**
INTERSTATE HIGHWAY 35 EAST
November 2, 2010**AGENDA**

- I. **Call to Order**
Opening Comments

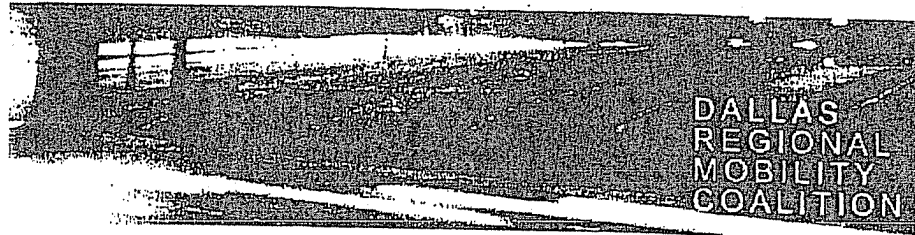
- II. **Public Support**
Resolution
Chamber Commerce
Business

- III. **I-35E Public Hearing (Middle Segment)**
November 18, 2010 7:00 p.m.,
Lewisville High School, 1098 W. Main Street
Participation

- IV. **82nd Session**
Draft Legislation
Coalition Message

- V. **Project Status**
Environmental Process
FHWA Involvement

- VI. **Other Business**
City Presentation



I-35E STAKEHOLDERS MEETING INFORMATION

Dear I-35E Stakeholder:

Since the initial formation of our I-35E Stakeholder's Coalition, significant progress has been made. As we thought at the outset, the Coalition of the Stakeholder entities along the proposed 28 mile improvement of I-35E when speaking with a single voice could make a difference.

No other significant, planned interstate upgrade in the region lacks the funding allocation that exists with I-35E. Your commitment to address that shortfall is important. The fact that the LBJ Managed Lane project has \$2.7 bil. in funding, the Dallas-Fort Worth Connector \$1.07 bil. and the North Tarrant Express \$2.1 bil. committed through a combination of state, federal, local and private equity revenue sources is significant.

The only funding commitment for the I-35E \$4.4 bil. improvement cost is \$535 mil. from Denton County Regional Toll Revenue Funds and an additional amount from their Road Bond program. What is missing is the federal, state and private equity contributions other projects enjoy.

That fact has not gone unnoticed by our state leaders. The Texas Department of Transportation has pushed forward to environmentally clear I-35E. The Public Hearing for the Environmental Assessment of the 12 mile middle segment from President George Bush Turnpike to FM 2181 is scheduled for Thursday, November 18, 2010 at Lewisville High School ([Click here to view Notice of Public Hearing](#)). We anticipate that the Public Hearings on the two other segments will be scheduled in the following two months.

The lack of funding for I-35E has been the subject of House and Senate Hearings over the last 60 days in Austin. Proposals for federal, state and private equity funding are being reviewed. To turn that review into positive action, agency and elected public officials have requested evidence of public support.

A Resolution of Support ([Click here to view Resolution](#)) has been prepared, vetted and circulated for consideration by the Stakeholder Members and other supporting

entities. If the attached Resolution is acceptable, please return an executed copy to us or place it on your agenda for consideration at your earliest convenience.


As you can tell, progress has been made but much remains to be done. Your assistance and attendance at the Stakeholder Meeting, November 2, 2010 in the Lewisville City Council Conference Room at 1:30 p.m. is appreciated

Sincerely yours,

Rider Scott
Executive Director

**Please call 214-651-3422 or email
info@dallasmobility.org if you have any questions**

www.DallasMobility.org

Find us on Facebook 

Forward email

 **SafeUnsubscribe®**

This email was sent to info@dallasmobility.org by info@dallasmobility.org.

Update Profile/Email Address | Instant removal with SafeUnsubscribe™ | Privacy Policy.

Email Marketing by



Dallas Regional Mobility Coalition | 2801 Network Boulevard | Suite 600 | Frisco | TX | 75034

**IH 35E: From IH 635 to US 380
Dallas and Denton Counties**

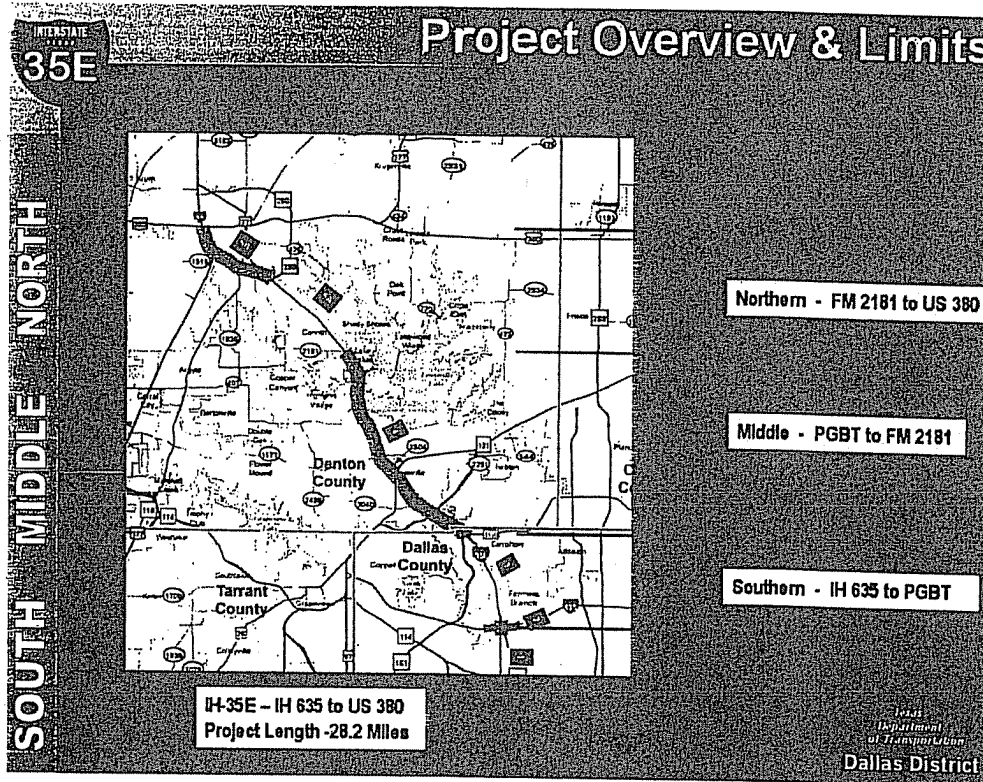
Project Overview

The IH 35E corridor in Dallas and Denton Counties from IH 635 to US 380 is one of the most congested corridors in the DFW area and is an extremely high-growth area. Significant portions of this highway were constructed in the 1940's which raise critical concerns about the bridge and pavement conditions and the remaining lifespan of this important corridor.

The Regional Transportation Council's (RTC) 2030 Metropolitan Transportation Plan for IH 35E is to reconstruct a four/six lane freeway to an eight lane freeway with four managed lanes (an existing 3-3 or 2-2 freeway to a 4-2-2-4 freeway with managed lanes) with continuous frontage roads.

The project is segmented as follows:

- South Segment: IH 635 to President George Bush Turnpike (PGBT - 5.5 Miles)
- Middle Segment: PGBT to FM 2181 (12.1 Miles)
- North Segment: FM 2181 to US 380 (10.5 Miles)



Schematic and Environmental Clearance

The Design Schematics and the Interstate Access Justification Report (IAJ) for all 3 sections were approved by FHWA on October 28, 2009.

The priority is the Middle Segment:

- FONSI anticipated late 2010

The South and North are equal in priority:

- Both FONSI's anticipated Early 2011

US Army Corps of Engineers (USACE) issued a letter dated November 6, 2009 stating USACE is in agreement with the assessment and impacts and the associated mitigation plan for the USACE property at the Lake Lewisville crossing (within the Middle Segment).

Tolling Authority

As the project concept is to construct additional lanes that are to be operated as managed toll lanes, TxDOT has tolling authority under the Express Lane Demonstration Program (ELDP). TxDOT and the FHWA entered into an ELDP Agreement on September 30, 2009.

Project Capital Costs

Segment	Design/Build Costs (\$2009, Millions)	Right of Way Acquisition Costs (\$2009, Millions)	Total Project Costs (\$2009, Millions)
South	\$578	\$172	\$750
Middle	\$1,917	\$338	\$2,255
North	\$1,179	\$142	\$1,321
Totals	\$3,674	\$652	\$4,326

Identified Funding

As the RTC now prioritizes funding for major mobility projects in the DFW area, no funding has been identified from state and federal sources. Based on current projections of state and federal funding sources, it appears no future funding is anticipated to be available until funding levels are increased.

The only currently identified funding source for this corridor is the Regional Toll Revenue (RTR, i.e. the SH 121 payment) as follows:

- South Segment: \$57 million for IH 35E at Beltline Road
- Middle Segment: \$535 million

Options for Project Financing and Delivery

- Build Project Using Pay As You Go Method
- Request Legislature for Concession CDA Authority
 - 2011 – 2012 Procurement and Award
 - Middle Section is Priority
 - South Segment Could be Included as Option
 - Pursue Cost Saving/Revenue Enhancement Measures
- Private-Sector Pass Through Finance Agreement
 - A Private Pass Through Finance (PTF) Agreement could be structured to be a competitive procurement conditioned:
 - Support from elected officials
 - Commission revises rules (to allow solicited procurement and payment of financing costs)

Existing and Proposed Typical Sections

